

questions have been already stated in referring to his plan. The tendency to such an accumulation in the side channels of Mr. Page, and the efficacy of the means devised for its prevention or removal, gave occasion to much diversity of opinion, and incidentally involved the discussion of a point already adverted to, viz., the relative merits of open docks and floating basins. Upon the former of these points, it is observed by Mr. Cubitt, "I think the docks proposed by plan B, with single pairs of gates only at their entrances, and subject to be filled up and emptied at every tide, for the purposes either of assemblage or scouring, would be very subject to silt up with mud."

—Mr. Gordon's opinion was to the same effect, though qualified. Mr. Macmillan's, that they would have a greater tendency to silt than the recesses of Plan A; Captain Beaufort's, that the tendency would be at least as great; Mr. Hartley's and Mr. Rendel's, that it would be less. Captain Beaufort and Mr. Cubitt were of opinion that, by the conversion of these docks into floating basins, the evil would be diminished; and all concurred in stating that either by the means immediately recommended, or other artificial measures, the silt might be rendered practically unobjectionable.

The necessity of resorting to these means, however, even upon the simplified basis of side channels, as originally proposed, implied at the same time a necessity for supervision, and this supervision an expense, to which any modification of the plan in the shape of floating basins with lock entrances, would of course involve some addition. Assuming, therefore, the plan B to give to the wharfers in common the use of large reservoirs of water, and to require the supervision of officers whose duty it would be to regulate the scour, and the ingress and egress of craft at particular stages of the tide, we submitted to the professional gentlemen consulted, whether this supervision, if restricted within proper limits, would entail any serious expense, or offer any obstruction to the trade, or injuriously affect the interests, or trench upon the convenience of the owners or occupiers of the adjoining property. We submitted, at the same time, a second question, viz., whether it would give them any advantages which they do not possess at present?

In reply to the first of these inquiries, Mr. Beattie answered simply, and generally, in the affirmative; Mr. Giles, "that it would become an objectionable restriction upon the freedom of the navigation of the river;" and Mr. Rendel, "that the interests and views of the numerous owners and occupiers of wharfs would make the supervision and police of such docks difficult and expensive; that supposing the entrances to be made sufficiently commodious and numerous, and the docks kept clear of mud, the owners of the wharfs would have no reasonable ground of complaint." Captain Beaufort, Mr. Hartley, Mr. Cubitt, Mr. Giles, and Mr. Macmillan, were of opinion that the supervision need entail upon the parties affected no injury, serious trouble, or expense, or none, at least, for which its advantages would not afford ample compensation; and concurred with Mr. Rendel, that the conversion of the side channels into floating basins, notwithstanding its attendant increase of expense, would give them a positive accession of advantages.

The remaining considerations connected with the plans before the Commission involve a discussion of their relative claims to adoption. With the plans of Mr. Walker and Mr. Page a treated open and public thoroughfares are undoubtedly consistent. In both plans the drainage is treated upon the same principle—viz., by extending the sewers to the outer line of the embankment, and connecting it with the river under low-water mark.

PUBLIC WORKS, BIRMINGHAM.—At the meeting of the Town Council, Alderman Cutler gave notice of a motion for the next meeting, that a commission be opened with the Commissioners of Woods and Forests, with a view to obtain from them a grant of money, for providing public walks for the inhabitants of the borough.

LEAMINGTON.—The opening of the new Proprietary College is expected to take place immediately on the termination of the ensuing Midsummer vacation.

CHURCH-BUILDING INTELLIGENCE, &c.

St. Stephen's Church, Bristol.—*Interesting Discovery.*—The interior of this edifice, apparently to modern fashion, is being remodelled, and the high mahogany pews, which were built in 1733, are to be succeeded by more spacious and airy sittings. On removing the mahogany wainscoting on the north side of the church, lately, the workmen discovered a beautiful ancient monument in high preservation. It is a raised tabular cenotaph, faced with shields, and interspersed with effigies of different characters. On the table are two cumulant figures of equinus workmanship; the male in clad in short or three-quarter tunic, fitting close to the body, and reaching half down the thighs; the legs are bare and feet anshod; the tunic is buttoned in front and secured by a studded belt or baldric, to which is attached a sheath for a small sword or dirk; there is no helmet or covering to the head, but the hair is cushioned up like a small wig; a slight moustache passes from the upper to the lower lip, and what is modern parlance is styled a *feorl*, is on the chin; the countenance is impressive, and the age may be supposed under fifty. The female is a very elegant figure with beautiful and regular features, the costume is decidedly that of a person of distinction; the head is enveloped in deep fillets, which form three sides of a square, and such as were in fashion in the fourteenth century; a long flowing robe or manteau is beneath the figure which is clothed in a long close-fitting dress, the hands, which are quite perfect, are raised over the breast in the attitude of prayer; the hands of the male figure are gone, but their position must have been the same. The head of each figure rests upon a cushion, and the feet are supported by some animal emblematical of affection and faithfulness: the whole is surmounted by a Gothic canopy or fronsion. The rumour of the discovery soon spread, and numbers visited the shrine, and conjecture, of course, became busy in aiming to whom the monument belonged. Several suggested that it might be that of John Shipward, who erected the tower in 1470, and whose effigy and that of his wife were cut in painted glass in the great west window, now destroyed. No doubt the rightowner will be discovered by the researches of antiquaries, and, wherever may be proved to have a title to the distinction, we trust that it will never again be condemned to obscurity to suit the convenience or economy of churchwardens, and vestrymen.—*Bristol Gazette.*

New Church of St. Alkmund.—On Monday week last, the ceremony of laying the foundation stone of the intended new Church of St. Alkmund, Derby, took place.

RAILWAY INTELLIGENCE.

Eastern Counties' Railway Extension.—The *Railway Times*, in noticing the extensions of the Eastern Counties' Railway, says—"The original line to Colchester, of 31 miles, has cost the proprietors 2,850,000. Look at all their extensions and leases as purchases, and observe only how much cheaper than this they have acquired valuable new lines and branches. The above gives a rate of about 56,000. per mile. In acquiring the Northern and Eastern Railway of 31 miles, at a rent of 5 per cent. on 970,000, the rate of purchase does not exceed 26,200. per mile; the Litchurch on leave, 18 miles at 4 per cent. on 210,000, gives a rate of about 11,660. per mile; the extension to Peterborough and Brandon, 73 miles, at 5 per cent. on 480,600, gives a rate of 11,643. per mile. Add the capital of the whole of these three new lines together, 2,030,000., and divide them by the aggregate mileage, 128 miles, and the result is 15,870. per mile. If the Eastern Counties' Company could make half-a-dozen more such bargains, their proprietors ought to rejoice."

Railways in Denmark.—In the island of Seeland, a railway is to be laid down from Copenhagen to Elsinore, a distance of thirteen leagues. Another line, crossing the island at its widest part, will run from Copenhagen to Korsør, on the Grand Belt, passing by Rønde, child, Ringsted, and Slagelse, a distance of about thirty-one leagues. By means of this line, all the letters between the capital and the rest of the kingdom will be despatched, as well

as the correspondence between Denmark and the continent of Europe, during the season when the steam navigation of the Baltic is suspended. It is in contemplation to lay down side lines of railway in the Duchy of Holstein, branching from the great line between Kiel and Altona. By this means, a complete communication will be effected between all the principal cities of Holstein, and between the North Sea and the Baltic.

Correspondence.

THE PROPOSED NEW BUILDING-ACT.

Sir,—Can you or any of your readers inform me what is doing with regard to the proposed New Building-Act, and whether it is likely to pass the Legislature this session?

I am, Sir, your humble servant,

Blackheath, May 13. A LANDLORD.

Sir,—I have been looking for these two weeks past for the appearance of the very excellent report by the Builders' Society relative to the above bill, and respectfully beg to inquire why it is that such a document should not already have found its way into the very instructive pages of your journal.

A CONSTANT READER.

[We have not received a copy of this report.—Ed.]

EGYPTIAN GALL, MANSION-HOUSE.

Sir,—I have been much edified by the description copied from a morning paper of the "Improvements" just made at Egyptian Hall, in the city, by means of raising the former marbled-work, and by repainting that great and magnificent apartment just as any common painter would have painted any common room. Surely the architectural world must be delighted to hear of the patronage of a "design" for rendering less the flutings of interior Corinthian columns, by re-working them, and of the merit of superseding, in the smoke-dried heart of the city, stained by French-white and delicate fair-colour. No doubt the economists who have been terrified by City juggling and extravagance will bear with great satisfaction that a room in the "Mansion-house" has been whitened without extra charge; but joking apart, I think it due to the public that public journalists should not occupy their readers' time by such twaddle; and I hope your own reception of such into your columns was rather intended as a quiz than with any aim to do any injury to any body, or to any of our public buildings. Perhaps, however, I may be myself mistaken, and may not see that this seemingly frivolous affair is intended as a serious City quiz upon the national idea of ornamenting the Houses of Parliament in a very different manner, and I may therefore be altogether wrong in being exceedingly disgusted at finding that while this vulgar whitening and buffing has been transacted, a more substantial extravagance has been fallen into, by adding the enormous cost of "egg and tongue" around the coffered-work of that vaulted ceiling which before, in its happy medium of decoration, combined great richness and elegant simplicity, so as to render it one of the very finest and noblest in Europe, and the admiration of the world, and requiring nothing but the withholding from it of all audacious hands.

I suggest that a penny subscription be raised in the city for making this ceiling again just as it was, and that the citizens in future employ themselves in repairing and increasing their fine buildings, instead of adding to them that which they do not require, or in diminishing their number.

I am, Sir, your humble servant,

VANOUSE BROWN.
Painter-Stainers' Hall, May 13.

Sir,—You will greatly oblige me if you will inform me where I can obtain a work on statues, with the different mosaic dresses, and with figures and dresses of different metals and apertures. Also, armour figures, and, if possible, the prices.—I am, Sir, &c.,

A CONSTANT SUBSCRIBER.

[We have not at present to give any list, as it would entail upon us some considerable trouble; perhaps our correspondents will lighten that charge.—Ed.]